

**Kentucky Wing Civil Air Patrol  
Cadet Orientation Ride Justification Matrix**

Airports	IOB	FFT	CPF	DVK	K20	LOZ	PAH	LOU	LUK	BWG	LEX	EKX	M97	BRY	OWB	CKV	1M7	M21	
Mount Sterling	IOB		1	2	1	2	2	5	2	2	4	1	2	1	2	4	4	6	4
Capital City	FFT	1		3	1	2	2	4	1	2	3	1	2	2	1	3	4	5	3
Prestonsburg	K22	2	3		3	1	2	6	3	3	4	2	4	2	3	5	5	7	5
Stuart Powell	DVK	1	1	3		2	1	4	2	2	2	1	2	2	1	3	3	5	3
Wendell H Ford	CPF	2	2	1	2		1	6	3	3	4	2	3	2	3	4	5	6	4
London Corbin	LOZ	2	2	2	1	1		5	3	3	3	2	2	2	2	4	4	5	3
Barkley Regional	PAH	5	4	6	4	6	5		4	5	3	5	3	6	4	2	2	1	2
Bowman Field	LOU	2	1	3	2	3	3	4		2	2	2	1	2	1	2	3	4	2
Lunken Field	LUK	2	2	3	2	3	3	5	2		4	2	3	2	2	4	5	6	4
Bowling Green	BWG	4	3	4	2	4	3	3	2	4		3	1	4	2	2	2	3	1
Blue Grass	LEX	1	1	2	1	2	2	5	2	2	3		2	2	1	3	4	5	3
Addington Field	EKX	2	2	4	2	3	2	3	1	3	1	2		3	1	2	2	4	2
Morehead	M97	1	2	2	2	2	2	6	2	2	4	2	3		2	4	5	6	4
Samuels Field	BRY	2	1	3	1	3	2	4	1	2	2	1	1	2		2	3	4	2
Owensboro	OWB	4	3	5	3	4	4	2	2	4	2	3	2	4	2		2	3	1
Outlaw Field	CKV	4	4	5	3	5	4	2	3	5	2	4	2	5	3	2		2	1
Fulton	1M7	6	5	7	5	6	5	1	4	6	3	5	4	6	4	3	2		2
Muhlenberg Cty	M21	4	3	5	3	4	3	2	2	4	1	3	2	4	2	1	1	2	

The above Justification Matrix is to be used to determine if it is justified to ferry an aircraft to another airport for cadet orientation rides. The number in the matrix is the minimum number of front seat cadet rides required at the destination airport to justify the flight. If more than one aircraft is used, the number of O Rides given must equal the number in the matrix times the number of aircraft used.

**Note: Pilots are reminded that when they use the above matrix, they must also be in compliance with CAPR-60-1 Paragraph 2-2d which states, "The maximum crew duty day for pilots is 14 hours of official CAP duty. Pilots will not plan to serve as PIC past the end of their crew duty day. Pilots will not flight plan to exceed 8 hours PIC time between periods of crew rest. Pilots must have 10 hours of crew rest between the last official CAP duty and the first official CAP duty in the next duty period. A wing or higher commander may authorize flights planned to exceed the 8 hours as PIC, provided each flight in excess of the requirements is individually approved, agreed to by the PIC, and an appropriate risk assessment is made by the commander and PIC involved. " Some flights in the above Matrix require a combination of travel time and sorties that will cause a pilot to exceed these limitations, requiring an overnight stay at the destination airport. Since O Ride funds may not be used for overnight expenses, these expenses must be paid either by the pilot or the squadron requesting the O Rides.**